



EAA Chapter 21 **NEWSLETTER**

Volume 8, Issue 8

www.eaa21.org

August 2006

The Official Newsletter of
EAA Chapter 21
Evansville IN

President:
Keith Schlageter
5301 Stratford Road
Evansville IN 47710
812-401-6273
kschlag67@sigeom.net

Vice President:
John Rudolph
8631 Clifton Dr.
Evansville IN 47725
812-402-5541
jrudolph@tristateaero.com

Treasurer:
Phil Dawes
10505 Hillside Road
Evansville IN 47720
812-867-6849
navion@evansville.net

Secretary:
Larry Helming
6612 Cliftwood Drive
Evansville IN 47712
812-401-7566
lhelming@sigeom.net

Young Eagles Coordinator:
Greg McMichael
545 St. Clair Court
Evansville IN 47711
812-867-2867
gcmac@insightbb.com

Newsletter Editor:
Bill Gowin
204 Harper Ave.
Evansville, IN 47714
812-491-9382
eaa21letter@sigeom.net

Events Chairman
Bob Moehlenkamp
11005 Lower Mt. Vernon Rd
Evansville, IN 47712
812-985-3472
moehlencamp@aol.com

Greetings all,

Young Eagles Day was a great success. We flew 108 kids at EVV and 10 at an earlier event. I mailed 118 registration forms to head quarters for the kids to have their names entered into the logbook. None of this is possible of course without the spirit of community displayed by all that gave of their time and efforts in assuring a great event.

A special thanks to Tri State Aero for their continued support of the Young Eagles program and their generous donation of aircraft for the event. They are a first class operation. Hats off!

Another Hats off and thanks to the EVV ATC staff. Their efforts in making the event safe and fun for all is truly appreciated, particularly by me as YE coordinator. They have always been most professional and interested in helping me organize the event. In fact many of the Young Eagles were referred to the event by the ATC staff.

And to the EAA Chapter 21 volunteers, what can I say, but thanks a million! Your generous contribution of time, knowledge and aircraft is inspiring. All of the parents that I talked to that had a child fly were thoroughly impressed by your sense of community, friendliness and generosity. From registration, to ground control, to flying could not have run any smoother. And Sandra Purzer, thanks again for donating all of the YE Aviator pins. The kids love them! It is my pleasure to work with everyone..... A double hats off!!

Steve Eberhardt is currently updating the EAA Chapter 21 website. Check out the photos he has up of the event at <http://www.newtech.com/eaa21/EAA21YoungEagleDay.html>. Thanks Steve!

Mark your calendars for the YE event scheduled for September 23rd at Skylane. I particularly enjoy it at Skylane. With the chapters new tents we will have a picnic feel to the event. Maybe even horseshoes and beer afterwards?

A few minor issues that came to my attention:

Keith Schlageter is the only pilot I know that can fly four Young Eagles without a plane. Jerry Euler brought to my attention a snafu on the registration forms. Seems Keith's name was entered instead of Lawrence Judy's as pilot for four Young Eagles. Corrections made.

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Webmaster:
Steve Eberhart
steve@newtech.com



I reprinted some of the registration forms that were blurred from the printer to be sure the EAA staff could read the pilots info and give credit where due. Also mailed out a new certificate to a YE that had his name misspelled.

If this was your first time as pilot for a YE you will be receiving a letter from the home office, which will have your Pilot ID number on it. Please forward it to me that I can enter it into the pilot database. gcmac@insightbb.com

Well I've yakked enough. Thanks again to all!

Greg McMichael EAA21 YE Coordinator

I Flew the Coop By Rex Blunck

Wow! I had a great flight yesterday. Originally planned to fly to the Shawnee fly-in, but changed my mind and flew from DCY (Washington) to Lake Barkley instead. Since I recently finished my 40 hours of phase I airworthiness requirements, I was itching to stretch my wings and escape my 25nm bondage. This is the flight that I've been dreaming of doing since I started building my Avid a couple years ago. The Subaru EA-81 engine is running perfectly. My wife, Marilynn was eager to fly with me. She used to not care much about flying, but now she loves it!

We took off in calm, cool air around 7:30 and cruised at 3,000'...followed along the White River for a while, then flew over Ralph Koch's and descended under the EVV airspace and followed the "key hole" to land at Skylane (aren't GPS with maps wonderful!?) I only needed to top off my tank, but it was enough that I didn't need to worry about refueling until I got to Lake Barkley. My plane only has one 14 gal wing tank. Friendly faces and greetings met us at Skylane to help me with refueling (for the first time) and wish me a great day....then off we go. Turned south and climbed over Henderson and on to David Lowe's, near Madisonville. Dave Lowe gave me taildragger training and endorsement. His instructions were essential since I fly out of such a small grass field. When we got there he was working on several different projects, including trying to remove the hard top of his new convertible Mercedes. David's wife, Gail, was there and gave my wife a tour of their house, which used to be a control tower. Gail also showed us her newly restored Cessna 180. She is thrilled with it. I also found out she has a commercial license. After saying good-bye, we took off to the south (that's the only direction you can take off from his runway, because there's a BIG wooden boat...or should I say arc, at the north end of the runway. By the time we reached 4,000' we could already start to see Lake Barkley in the far distance.

I spent most of the mid-day giving rides around the Cadiz-Lake Barkley area to my son and his friends, ate lunch, rested up and then it was getting late so we took off around 5:30pm. The summer afternoon air was thick and hazy, but the bumpy thermals were almost gone. It was a nice smooth flight back to Skylane to top off my tank and head back home. Again, there were friendly faces and greetings at Skylane and good feelings as we took off for home. It was hard to put my plane back in the hangar when we got back...there was still 3 minutes of light left before sundown! It was a great flying day!

I just wanted to say how nice it is to be able to land at skyline and see friendly faces and be able to rest up, refuel and empty my bladder. Not sure if you hear it enough...but I really do appreciate being able to use the facilities and belonging to CH 21. Thanks again to all of you who have helped me with building and getting my plane into the air. Rex

AirVenture 2006

A fairly large number of Chapter 21 members were able to fly their aircraft to Oshkosh AirVenture this year. The members that I know about include: Keith Schlageter, Phil Dawes, Larry Helming, Les Bryan, Paul Drone, Vince Frazier, Scott Herschelman, Eric Lindenschmidt, Bill Majors, Jim Schmitt, Earl Schroeder, Bill Shinn, Jay Warren, Pete Wiggin, and Mike Zeller. There were other Chapter members there that didn't fly, or that I didn't meet up with.

Some of the more interesting display aircraft include the B1 Bomber, the British Lancaster bomber, the C17 Globemaster, and of course there were several B17s. Also new this year were some of the new Light-Sport aircraft. Cessna had their entry into the light-sport world, and it seems like everyone is building a Piper Cub these days except Piper. American Champion Aircraft had a brand new Champ for sale. It's a Citabria airframe with a round tail, a Champ cowl, and a Continental O-200 engine. It really does look like the old Champ. Now if they could just get the price down...

Respectfully submitted by Pete Wiggin.

Chapter 21 Leaders arrive at Oshkosh



Chapter 21 Monthly Balance Sheet July 2006

June 21, 2006	Beginning Balance	\$2,793.61
	Receipts	
	Interest	\$0.67
	Dues 15@ \$15ea	\$225.00
	Donation + (1)Dues	\$160.00
	Disbursements	
	July Newspaper print	-\$51.15
	July Office Rent	-\$10.00
	Young Eagles	-\$261.43
July 25, 2006	Ending Balance	\$2,856.70
	Phillip Dawes, Treasurer	

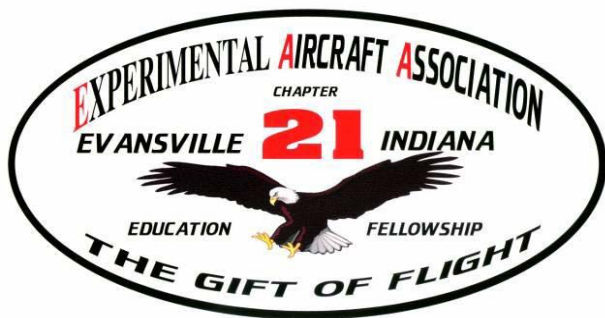
\$40.50 used from Bud Starnes Fund for Young Eagles
Current balance is \$0.00



EAA Chapter 21

Bill Gowin - Editor
10505 Hillside Road
Evansville, IN 47720
eaa21letter@sigeecom.net

Address Service Requested



Upcoming Chapter 21 Events

Wednesday

August 9th — Chapter Meeting — Skylane Airport

7:00 pm

Oshkosh Discussions